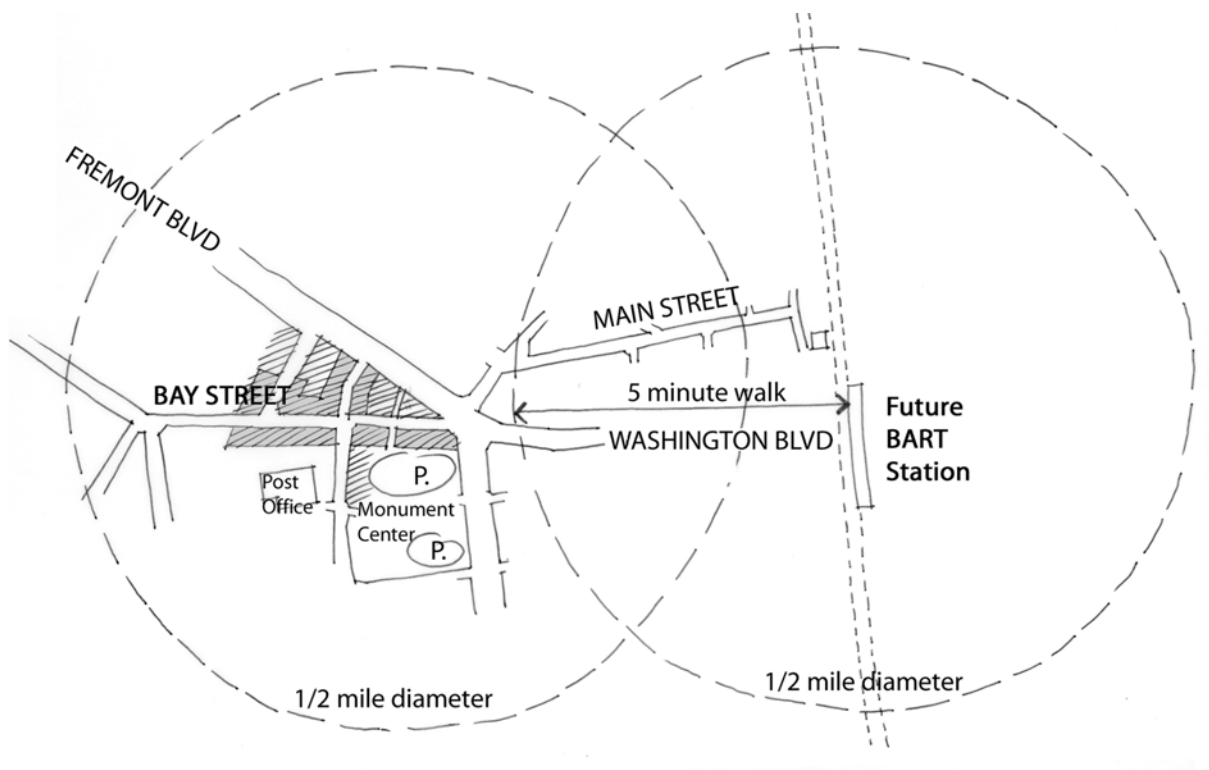


# TLC PLANNING GRANT APPLICATION:

## Bay Street Planning and Implementation Project



Submitted by:

Redevelopment Agency of the City of Fremont  
October 30, 2002

October 30, 2002

Mr. Steve Heminger, Executive Director  
Metropolitan Transportation Commission  
101 Eighth Street  
Oakland, CA 94607

Attn: Transportation for Livable Communities

Dear Mr. Heminger:

The Redevelopment Agency of the City of Fremont is pleased to submit this application for a TLC Planning grant of \$75,000 for the Bay Street Planning and Implementation Project. As you may know, the Agency has begun work on a Redevelopment Plan Amendment process that would provide funding to contribute to construction of the Irvington BART station. I hope you would agree that our efforts in this regard represent an extraordinary commitment to regional transportation and smart growth.

The development of an Irvington BART station would not, however, automatically lead to smart growth in Irvington. Such development needs nearby shopping, dining and public spaces typically found in urban downtowns. The proposed Bay Street Planning and Implementation Project sets the stage for market forces to implement the compact development in Irvington in a manner consistent with the recently developed draft Irvington Concept Plan. The Project would:

- Create a detailed design for a pedestrian-oriented Bay Street at the center of Irvington
- Create zoning regulations to allow for shared parking and more compact development along Bay Street
- Create an assessment district to address ongoing implementation measures along Bay Street

The Project is no ordinary planning project. It is an implementation project with identifiable, achievable outcomes. It is a community engagement project that puts solutions in the hands of stakeholders. It is a catalyst project that demonstrates to the market that the area is ready to grow in a smart way.

I hope that, after reviewing the Agency's application, you share my enthusiasm for the Project and find a way to provide needed grant assistance to make the Project happen. If you have any questions about the application, please feel free to contact me at [ldantzker@ci.fremont.ca.us](mailto:ldantzker@ci.fremont.ca.us) or (510) 494-4732 or the Redevelopment Project Manager working on Irvington, Jake Lavin, who can be reached at [jlavin@ci.fremont.ca.us](mailto:jlavin@ci.fremont.ca.us) or (510) 494-4428.

Sincerely,

Lynn Dantzker  
Assistant Executive Director  
Redevelopment Agency of the City of Fremont

## TABLE OF CONTENTS

Project Overview .....	2
Issue Statement .....	4
Fulfillment of Evaluation Criteria.....	8
Project Budget.....	13
Project Schedule .....	14
Study Area Map .....	16
Photos .....	17
Appendix A: Study Partner Letters .....	20
Appendix B: Redevelopment Agency Resolution .....	26

## **PROJECT OVERVIEW**

### **The Project:**

Engage the community to resolve a host of planning and implementation issues to make Bay Street, in Fremont's historic Irvington district, a unique pedestrian-oriented area with high quality mixed-use development. A rejuvenated Bay Street will be an important amenity for existing development and anticipated high-density housing development when the Irvington BART station is built. The project will specifically focus on improving linkages from Bay Street to a future BART station, local AC Transit bus stops, and bicycle and pedestrian routes.

The planning and implementation issues to be addressed in the project include:

- Detailed concept design for streetscape improvements along Bay Street
- Proposed zoning regulations for mixed-use development along Bay Street with a shared parking facility
- Proposed business improvement district or other assessment district to fund maintenance and other district services

### **Amount of Funds Requested:**

\$75,000

### **Amount and Source of Non-“In-Kind” Local Match:**

\$85,000

The Redevelopment Agency has adopted a resolution to authorize the proposed local match (see Appendix B).

### **Sponsor:**

The Redevelopment Agency of the City of Fremont is dedicated to improving the physical environment, expanding quality affordable housing, and enhancing the community's capacity to build strong neighborhoods. The Redevelopment Agency will provide a project manager for the Project. (The Redevelopment Agency is a parallel governmental body to the City; the Agency Board is comprised of the members of the City Council.)

### **Participating City Departments:**

- The Engineering Division and the Planning Division will participate to inform aspects of the Project related to City standards and entitlement processes for buildings, parking, rights of way, and streets.

- The Office of Economic Development will participate to ensure the Project's adequate treatment of matters related to market conditions and business vitality in the Irvington district.
- The Maintenance Division will participate to determine the maintenance-related considerations to be taken into account for the proposed Bay Street streetscape improvements and the possible Bay Street shared parking facility.

### **Study Partners:**

- *Alameda-Contra Costa Transit District* operates a bus system that serves Fremont and other areas in Alameda County, as well as portions of Contra Costa County.
- *Bay Area Rapid Transit District* operates a system of electric passenger trains that serves portions of Alameda, Contra Costa, San Francisco, and San Mateo counties. Fremont presently has one BART station, with as many as two additional stations planned as BART extends the Fremont line into Santa Clara County. One of those proposed stations would be in the Irvington district.
- *Irvington Business Association* was originally formed in 1917 to build and support local commerce. Today the IBA promotes Fremont's Irvington district as well as the local business environment, interfacing with the City in projects and planning and organizing various events that help to develop the character of the Irvington district.
- *Santa Clara Development Company* was established in 1989 to develop residential and mixed-use infill projects in Silicon Valley, the East Bay, and the San Francisco Peninsula. The Redevelopment Agency Board recently selected the company as the lead developer for the redevelopment of the Irvington Unified Site, which fronts Bay Street on one side.
- *Tri-City Homeless Coalition*, founded in 1988, is a non-profit agency that provides shelter and a full range of services to combat the underlying causes of homelessness. Now headquartered in Fremont's Irvington district, the organization is preparing to expand its BridgeWay transitional housing development on Bay Street and has secured initial funding to undertake the project.

Letters of interest from the study partners are included in Appendix A.

## ISSUE STATEMENT

Bay Street is positioned to become a vibrant mixed-use “main street” in Fremont’s Irvington district, one of the five historic town centers that consolidated to form an incorporated City of Fremont in 1956. The intersection of Bay Street, Fremont Boulevard, Union Street, and Washington Boulevard forms the Five Corners, the geographical and logistical hub of the district and one of the most unique intersections in Fremont. Bay Street is set off from this busy intersection much in the same way that other downtown main streets are set off from such major thoroughfares as El Camino Real in Silicon Valley.

Irvington will be undergoing a transformation over the next ten years as the City and other public agencies complete several significant capital projects to facilitate the BART Warm Springs extension and improvements of major arterials to enhance the local transportation infrastructure. The City’s Redevelopment Agency is currently attempting to amend its Redevelopment Plan to fund the Irvington BART station that will be included in the design and approvals of the Warm Springs extension. If successful, Fremont will be the first city to fund its own BART station.

In anticipation of the changes that the major transportation-related investments will bring to Irvington—and desiring a framework to govern future development and community building in the district—the City, the Redevelopment Agency and community members have been engaged in a concept plan drafting process for Irvington. Following four public workshops, a discussion with developers and retailers, a City Council update, and a meeting specifically with select Bay Street property owners, the Redevelopment Agency introduced the draft Irvington Concept Plan (hereafter “the Concept Plan”) to the public in October 2002.

Among the goals that have governed the preparation of the Concept Plan are five, affirmed by the Fremont City Council during the drafting process, that relate to the MTC’s Transportation/Land-Use Connection policy:

- Providing an integrated, safe, and well-designed pedestrian and bicycle network;
- Minimizing the impact of vehicular through-traffic to the degree feasible while meeting circulation needs;
- Improving streetscape design in Irvington;
- Improving bus service and scheduling to meet the needs of Irvington residents; and
- Integrating the potential future BART station and accompanying residential and commercial development into Irvington

Presently, Bay Street contains historic commercial structures near the Five Corners intersection and multifamily affordable housing at the Grimmer Boulevard end, with the middle primarily comprised of single-family homes, constructed in the 1950s and since converted for retail and professional-service uses. Owners of these converted properties have paved over front yards to form makeshift parking lots for business

patrons, and pedestrians do not enjoy a continuous sidewalk on the north side of the street. The Concept Plan envisions a future for Bay Street that will situate it at the heart of a vibrant, strengthened Irvington district in several respects:

- As a commercial linkage, Bay Street will offer a pedestrian-friendly retail experience that will include both established businesses in pre-existing structures—many of them historic—and new businesses in rehabilitated and redeveloped properties fronting the street;
- As a residential linkage, Bay Street will offer residents in both present-day and foreseen compact developments along the street a multi-modal connection to Irvington’s commercial, cultural, and retail resources; and
- As a transportation linkage, Bay Street will offer both residents and visitors a conduit that will connect the proposed Irvington BART station (via Main Street) to AC Transit routes along Fremont and Washington boulevards and to bicycle lanes along Grimmer Boulevard (pre-existing) and Fremont Boulevard (planned).

The improvements on Bay Street will set the stage for the Irvington district to support high-density, mixed-use and residential development, especially when the BART station is built and opened. Such developments thrive when they are close to transit and close to a “center area” with shopping, dining, and public spaces. Bay Street could provide that important center area to support compact development, and the Irvington BART station will provide the transit access to make it flourish.

Given Bay Street’s significance to the realization of the Concept Plan for Irvington as a whole, planners and stakeholders have proposed an incremental—but comprehensive—transformation of Bay Street into a pedestrian-oriented retail and residential corridor. Beginning with a utilities-undergrounding project slated for completion in late 2004 or early 2005, Bay Street will become a portion of the Five Corners that will be characterized by façade improvements, setback reductions, and off-site parking that will welcome walkers and bicyclists from Irvington-area neighborhoods, AC Transit riders from elsewhere in Fremont and Alameda County, and BART riders from elsewhere in Fremont, Alameda County, and the Bay Area. One of the major catalysts to the area is the Redevelopment Agency’s investment in a mixed-use retail and residential project that covers an entire block of Bay Street at the Five Corners.

The principal objective of the Project to be funded with the TLC Planning Grant is to provide a community-oriented means of planning the implementation of the Concept Plan’s provisions related to Bay Street. The Redevelopment Agency, in partnership with the study partners and participating city departments, intends to deliver three well-defined, achievable end products:

#### **I. The production of an approved, detailed concept design for streetscape improvements along Bay Street**

The City/Redevelopment Agency intends to retain a consultancy to assist staff and Bay Street stakeholders in the preparation of plans for the streetscape improvements



that will provide the necessary momentum for future projects along Bay Street and at the Five Corners. In addition to the above-mentioned utilities undergrounding, the Concept Plan calls for the addition of street trees, a reduction (or elimination) of curb cuts, the enhancement of crosswalks at the Five Corners and at Bay Street's cross-street intersections, a wider sidewalk on the south side of the street, a continuous sidewalk on the north side of the street, and bulb-outs to slow auto traffic and foment pedestrian traffic. The City/Redevelopment Agency considers these streetscape improvements to be crucial in the ultimate revitalization of Irvington's core: They could stimulate private investment there by demonstrating the City's commitment to rejuvenating life along Bay Street, by changing perceptions of Bay Street as an aging, neglected commercial thoroughfare, and by creating a physical environment that will be attractive to property owners, businesspeople, their customers, and district residents. Project participants will explore the relationship between improving the Bay Street streetscape and strengthening the area's pedestrian and bicycle connections to AC Transit routes and the proposed Irvington BART station.

The proposed schedule anticipates that the consultant will propose a concept design for approval by late summer 2003, and that the preliminary design documents and amenities specifications will be completed within the twelve-month timeframe for the Project. These specifications should include details on intersection improvements and enhancements, sidewalk paving treatments, landscape planning and plant materials, informational/directional signs (if any), locations and manufacturer's catalogue cuts for street light fixtures, pedestrian-scaled light fixtures, tree grates, and tree guards and street furnishings. Upon completion of the Bay Street utilities undergrounding—and once receiving the necessary environmental and project approvals, in addition to acquiring the necessary right of way—the City expects to complete final construction documents and open the streetscape improvements project for bidding.

Given the amount of on-site parking that Bay Street property owners and businesses will lose as a result of the streetscape improvements, the Concept Plan includes provisions for the addition of an off-site parking facility for the Bay Street area. The Redevelopment Agency believes that the development of shared parking along Bay Street will facilitate further the evolution of a pedestrian-oriented, high-density, mixed-use neighborhood in the Five Corners area. The Agency would intend to utilize funds from the RDA's local match for any planning costs related to the off-site parking facility, and the Agency is not seeking the TLC Planning Grant for that purpose.

## **II. The drafting of proposed zoning regulations and design guidelines to accompany the creation of a Planned District in the Bay Street area**

The Fremont Municipal Code (Title VIII, Sections 8-21810 *et seq.*) provides for the creation of Planned Districts (hereafter “P Districts”) that “encourage and provide a means for effectuating desirable development, redevelopment, rehabilitation, and conservation in the city, which features variations in siting, mixed land uses and/or varied dwelling types.” Following the adoption of findings that affirm the area’s unique features and planning needs, the City Council may designate a portion of the City as a P District. P Districts can enjoy such planning and zoning characteristics as residential density increases and density bonuses.

In light of Bay Street’s importance to the Five Corners area, the street’s unique parcel configurations, and other factors, the Concept Plan calls for the establishment of a P District along the portions of Bay Street that are the subject of this Project. Such a rezoning could provide for development incentives that are reflective of the street’s characteristics and resources, the possible rehabilitation of existing structures along Bay Street, and new construction along Bay Street (which could be contingent upon the implementation of a shared-parking arrangement for the area).

The Redevelopment Agency intends to retain a consultancy that will, within the twelve-month timeframe and with the involvement of Bay Street property owners, develop proposed zoning regulations and design guidelines that would pertain to the establishment of a Bay Street P District.

## **III. The drafting of a proposal to form a business improvement district or other assessment district for the Bay Street area**

In drafting the Concept Plan, planners and Bay Street stakeholders believed that Bay Street property owners and tenants could benefit from the establishment of a business improvement district or other assessment district (both hereafter “BID”) that could guarantee the steady availability of funds for offering higher maintenance and security, marketing services, and other amenities along the street. These enhancements could aid Bay Street stakeholders in promoting the street’s identity and increasing owner/tenant involvement in matters related to Bay Street and the Five Corners.

The Redevelopment Agency intends to retain a consultancy that will, within the twelve-month timeframe and with the cooperation of Bay Street property owners and/or tenants (depending upon the nature of the BID), prepare a Management District Plan and undertake the preliminary measures necessary to submit the BID proposal for approval. The Management District Plan will, by law, define the proposed BID boundaries and benefit zone(s), explain the proposed assessment formula and methodology, and include a proposed annual budget for services and amenities to be provided by the BID. We expect that, given sufficient involvement from the affected Bay Street stakeholders, the BID could be formed within 4–10 months.

## FULFILLMENT OF EVALUATION CRITERIA

***Criterion: A collaborative planning process with community stakeholders, the project sponsor(s), the local jurisdiction, and the local transit operator(s)***

The planning process envisioned is multi-faceted in nature and will allow for City staff, the Project's Study Partners, Bay Street property owners and tenants, Irvington-area stakeholders, the general public, the Fremont Planning Commission, and the Fremont City Council to offer input and feedback, to consider the Project at every stage of its implementation, and (as appropriate) to consider particular phases of the Project for approval or reconsideration. The detailed project schedule shows no fewer than five community meetings, individual consultations with affected property owners, and several public hearings before the Redevelopment Agency Board or City Council.

***Criterion: The project supports one or more of the objectives of MTC's adopted Transportation/Land-Use Connection policy to promote the development/redevelopment of livable communities in the Bay Area***

The Redevelopment Agency believes that the Project supports four of the objectives:

*1. Enable residents to use a range of travel modes, including transit, walking, and biking to access jobs, shopping, recreation, and other daily needs*

The Project will specifically address linkages from Bay Street to BART, AC Transit, and bicycle and pedestrian routes and seek to enhance them. Bay Street is planned to become a local destination for dining, recreating, shopping, and working. Thus, with implementation of the Project, residents will have numerous alternate modes of transportation with which to access the area and its resources, and residents of new residential development in the Bay Street area can use the same linkages to access jobs, shopping and recreation outside the immediate vicinity of Bay Street.

*2. Provide that the streets, transit, pedestrian, and bicycle ways are part of a system of integrated routes*

The Concept Plan specifically identifies Bay Street as half of the principal corridor—continued along Main Street—to connect the proposed Irvington BART station to the AC Transit stops at the Five Corners, the pedestrian passageways along Five Corners-area streets, and the bicycle lanes along Grimmer Boulevard (pre-existing) and Fremont Boulevard (planned). The Project will lead to the eventual conversion of Bay Street into a street appropriate for such a function.

*3. Provide for development of housing and regional activity centers that are accessible to the regional transit network*

Bay Street is planned to become a local destination for dining, recreating, shopping, and working. The Redevelopment Agency is investing in the redevelopment of an entire

block of Bay Street at the Five Corners intersection to cause a mixed-use retail and residential project to occur that will be oriented toward Bay Street. The drafting of proposed zoning regulations for the Bay Street area, which is a desired outcome of the Project, should provide incentives for compact, mixed-use development in the area. Future development along Bay Street, which also includes a planned Tri-City Homeless Coalition transitional housing development, requires access to a variety of transportation systems.

*5. Provide for the design of streets and other transportation facilities and amenities that are integrated into the overall community design and are conducive to a sense of community identity and pride*

Underpinning the Project is the desire to implement the Irvington Concept Plan as it relates to Bay Street, since Bay Street's eventual form will be so significant to the ultimate revitalization of the Five Corners area and of Irvington in general, especially when the Irvington BART station is opened. The Concept Plan provides an overall community design for the district—and the Project, which will involve extensive community engagement, will carry forward the community design to a detailed level of street and transit-corridor improvements and zoning regulations along Bay Street. These and other measures planned for Irvington will affirm the district's unique place in Fremont's geography and will prepare the district for future evolution and growth.

***Criterion: The project pertains to a defined physical location***

The Project will pertain to Bay Street and its intersections and cross streets, to the extent that they relate to the Bay Street's transportation linkages (e.g. to the AC Transit routes along Fremont and Washington boulevards, the proposed Irvington BART station, and the bicycle lanes along Grimmer Boulevard [pre-existing] and Fremont Boulevard [planned]). A Study Area map is included.

***Criterion: The project pertains to a physical setting where deficiencies exist, and which, if remedied, will provide significant community benefit***

Bay Street is included in the Irvington Redevelopment Project Area, a 473-acre portion of the City that falls under the purview of the Redevelopment Agency. To create—and, in 1998, to expand—the redevelopment project area, the City Council/Redevelopment Agency was required to certify the existence of economic and physical blight within the area, as defined by California redevelopment law. By definition, Bay Street's inclusion in this redevelopment project area reflects the street's specific blight conditions and their relationship to Irvington's blight conditions in general. As described in the issue statement, the portion of Bay Street nearest the Five Corners consists primarily of aging residential structures, now occupied for commercial uses, with paved-over front yards for parking lots. Sidewalks on both sides of the street are poorly maintained, and the sidewalk on the north side is non-continuous.

The successful completion of the Project will comprise the essential step that will lead to the physical transformation of Bay Street into a walkable thoroughfare, less dependent upon vehicle traffic, that will highlight the Five Corners' historic and cultural resources while providing links to the district's modern transportation infrastructure. The benefits to Irvington-area visitors, residents, businesses, and property owners will be substantial.

***Criterion: The overall project will have identifiable and likely synergistic effects such as increased housing opportunities in the project area at densities to encourage transit, bicycling, and pedestrian trips***

The Five Corners area has been identified as containing the most promising redevelopment potential in the Irvington district, and the Project is one of a number of ventures anticipated for the area. Utilities undergrounding along Bay Street has been approved and will commence in 2004, and Santa Clara Development Company—the lead developer for the Agency's redevelopment project that fronts an entire block of Bay Street—will begin its concept-design process later in 2002.

To foster a neighborhood of high-density residential and commercial development in the Five Corners area, residents and visitors will require a place where they may conveniently shop, dine, and access transit systems that reach employment and recreation centers elsewhere in Fremont, Alameda County, the East Bay, and the Bay Area. The Project is intended to prepare for the emergence of Bay Street as the backbone of such a place. The P District proposal will provide for incentives that will encourage higher-density residential and commercial development. The possible shared parking facility will yield greater parking efficiencies along Bay Street, allowing parking to become less dominant in streetscape and urban-design considerations and opening more parcel space for pedestrian-friendly, zero-frontage, mixed-use growth. The Redevelopment Agency believes that all of these transformations—with a public agency at the forefront—will encourage private investment and public-private partnerships that will further strengthen Bay Street life and bring to fruition the objectives of the Irvington Concept Plan.

***Criterion: As appropriate during the development of the project, the following issues will be evaluated: accessibility as it relates to the Americans With Disabilities Act, economic development opportunities, environmental impacts, economic/financial considerations, safety and security, and potential adverse impacts, if any, to local trips made by commercial delivery vehicles and public transit***

As a public agency, the Redevelopment Agency of the City of Fremont is bound to comply with all local, state, and federal laws pertaining to disabled access, environmental quality, and structural safety and security. The City/Agency intends to undertake an environmental-review process in conjunction with the Project that will identify any potential negative impacts (as defined by the California Environmental Quality Act) and their possible mitigations, if such impacts exist. The participation of the

City's Office of Economic Development will aid in the full consideration of the Project's possible economic and financial consequences.

***Criterion: The project will result in a discrete and clear work product that will guide the overall project to the next level of planning, and/or form the basis to compete for funding for the overall project***

The desired deliverables described in the issue statement would be tangible work products that would lead directly to the next stages of redevelopment along Bay Street:

- The streetscape concept plan eventually will lead to approved construction documents that the City will use to submit the streetscape improvements for public bidding, likely in early 2005, if additional funds are secured for the capital project.
- The P District proposal would be submitted to the Fremont Planning Commission and Fremont City Council for approval and enactment and, if adopted, would create some entitlement for higher density development along Bay Street.
- The assessment district proposal eventually will lead to a voting process among Bay Street property owners and/or tenants that could result in the district's establishment perhaps as early as the start of 2004.

***Criterion: The project is structured to be completed within one year. The project sponsor commits to begin the project immediately if the project is approved by the Commission***

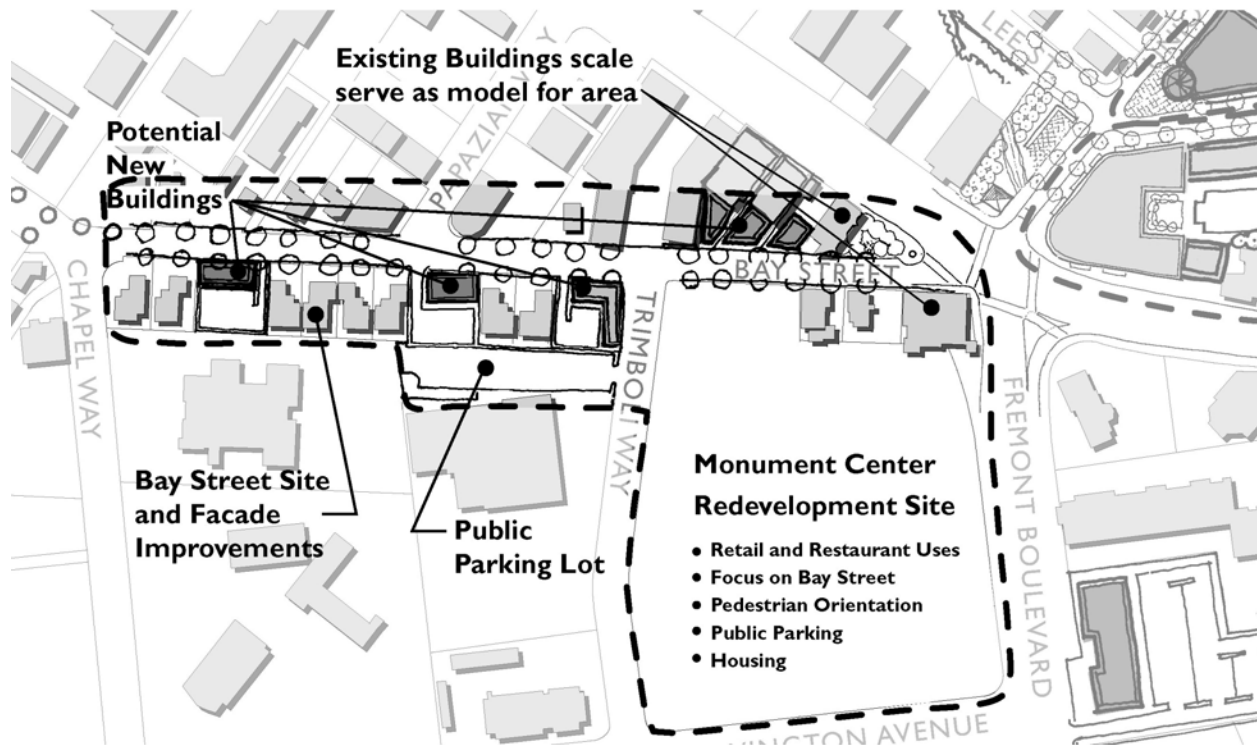
As detailed in the project schedule, the Redevelopment Agency has devised the Project in such a way as to render it appropriate for a twelve-month timeline. The Agency has sought review from staff in other City departments to ensure that the scope of work and project schedule are realistic, given the obligation to complete the Project within a year. Upon approval of our application, the Agency would be prepared to enter into a funding agreement with MTC in Spring 2003.

***Criterion: The project is unlikely to be fully funded other than through MTC's program***

The TLC Planning Grant of \$75,000 would allow the Redevelopment Agency to complete the complex planning and implementation issues associated with Bay Street more comprehensively and with more community engagement than would otherwise be feasible. Without the planning grant, the City and the Agency have a budget of \$700,000 with which to undertake the design and construction of the Bay Street improvements. A revised cost estimate for design and construction is \$4.5 million. The Agency will be pursuing other funding sources for the street improvements, and the Planning Grant is a desirable initial funding source to solve critical planning and implementation issues, reduce the design costs of the improvements, and improve the Agency's position to pursue the balance of the funding necessary to construct the improvements from the City's capital improvement program, grant sources, and possibly private investment sources.

***Criterion: The sponsor commits to pursuing the project recommendations, including subsequent planning activities, and to pursue the overall project to the extent possible***

The Bay Street improvements and new zoning regulations to encourage pedestrian-oriented, mixed-use development are high-priority implementation steps for the Irvington Concept Plan. As discussed above, the City and the Redevelopment Agency have budgeted \$700,000 in funds for the Bay Street improvements. While the street improvement project will require additional funds, the fact that the City and the Agency are budgeting funds for the project—over numerous competing capital projects—is indicative of the commitment to effecting the project recommendations of the planning and implementation work. The City/Agency's investment in Monument Center, a major redevelopment project along Bay Street, also demonstrates the commitment to revitalizing the area.



Bay Street Development Concept from Draft Irvington Concept Plan

## PROJECT BUDGET

ITEM	BUDGET		SOURCE OF FUNDS		
	Out-of-pocket costs	Staff costs	MTC Planning Grant	Agency Planning Match	Agency Non-planning Match
Project Administration	\$0	\$9,000	\$0	\$0	\$9,000
Development of a preferred shared parking solution	\$15,000	\$10,000	\$0	\$0	\$25,000
Development of a preferred Bay Street streetscape concept	\$80,000	\$15,000	\$60,000	\$20,000	\$15,000
Development and adoption of Bay Street P District	\$40,000	\$14,000	\$15,000	\$25,000	\$14,000
Development and implementation of Bay Street BID	\$40,000	\$19,000	\$0	\$40,000	\$19,000
<b>Total</b>	<b>\$175,000</b>	<b>\$67,000</b>	<b>\$75,000</b>	<b>\$85,000</b>	<b>\$82,000</b>



## PROJECT SCHEDULE

**[[Insert: Gant Chart of Project Schedule]]**

## STUDY AREA MAP



## PHOTOS

View of historic buildings along Bay Street (at Five Corners intersection)

View of Monument Center Redevelopment Project site on Bay Street (at Trimboli Way)

View of converted homes along Bay Street with potential for redevelopment  
(between Trimboli Way and Chapel Way)

View of Tri-City Homeless Coalition development site on Bay Street

View of affordable housing development operated by Eden Housing on Bay Street

## **APPENDIX A: STUDY PARTNER LETTERS**

**[[Insert Study Partner letter from Irvington Business Association]]**



**[[Insert Study Partner letter from Tri-City Homeless Coalition]]**

**[[Insert Study Partner letter from Santa Clara Development]]**

**[[Insert Study Partner letter from AC Transit]]**

**[[Insert Study Partner letter from BART]]**

## **APPENDIX B: REDEVELOPMENT AGENCY RESOLUTION**

**[[Insert Redevelopment Agency Resolution]]**